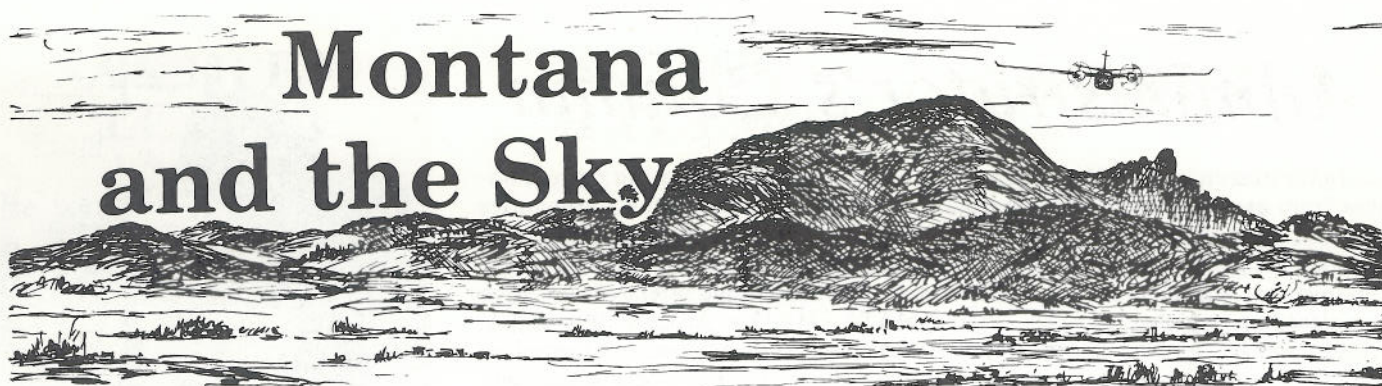


Montana and the Sky



Vol. 35, No. 4

MONTANA AERONAUTICS DIVISION

April 1984

"Pioneer Aviation Days" *Theme of MPA Convention*

The Central Montana Hangar of the Montana Pilots Association extends an invitation to all Montana pilots to attend the MPA annual convention to be held in Lewistown June 1, 2, and 3, 1984, at the Yogo Inn. The theme of the convention this year is "Pioneer Aviation Days."

Registration begins at 1:00 p.m. on Friday afternoon, June 1. Activities begin with an Executive Board meeting at 3:00 p.m. on Friday. Dinner that evening is no-host and on your own, but entertainment after dinner centers around Las Vegas style gambling with "funny" money. Participants will be able to use their "winnings" to bid on prizes at the end of the evening.

The general meeting begins at 9:30 a.m. on June 2. An educational program will be presented during the luncheon, and Don's Store in Lewistown will sponsor a diamond/sapphire exhibit and style show for those interested.

Ed Musselman, a retired Western Airlines Chief Pilot, will be guest speaker for the banquet, scheduled to begin at 7:00 p.m. on Saturday evening. Musselman has over 30,000 hours flying time to his credit and is also an instructor for everything from sail planes to 747s. He is currently working on a sail plane of his own which he intends to fly as soon as it's finished.

A Sunday morning flyout breakfast buffet completes the program of events.

Preregistrations will be accepted up to May 25 at a cost of \$22.50 per single

and \$45 per couple. These preregistrations should be mailed to Leona Strouf, Moccasin, Montana 59462. After May 25, registration fees will be \$25 per single and \$49 per couple.

Reservations for rooms should be made with the Yogo Inn by calling them at 538-8721 in Lewistown. Special room rates have been arranged at \$30 or \$35 for singles and \$35 or \$45 for

doubles. All Saturday meals are included with the registration fee.

In keeping with the pioneer theme of the convention, antique cars will be used to provide transportation from the airport to the Yogo Inn.

Further information may be obtained by calling Jerry Harrison at 538-9572 or Paul Linehan at 374-2487.

Mark calendars now and make plans to attend the MPA convention!

AERONAUTICS HOSTS INFORMATION DAY

A well attended meeting held on March 30 at the Montana Aeronautics Division office opened a dialogue between the Montana aviation groups and the Division which it is hoped will lead to a better understanding of the Aeronautics Division's programs and the interests and concerns of all facets of aviation in Montana.

The meeting attracted representatives of all the aviation groups in Montana along with airport and airlines officials. Included were representatives and/or officers of MAAC, MAMA, MPA, MFF, MBAA, MATA, EAA, 99s, and officials of Northwest Airlines, Western Airlines, and the Helena airport.

The meeting began with introductions of the Aeronautics Division staff members and a tour of Division facilities. Following this, members of the Division staff outlined the various programs within the Safety and Educa-

tion and Airport/Airways Bureaus and gave participants a brief overview of the Division budget/revenue picture.

The afternoon session included an outline by a member of the staff of the Motor Fuels Tax Division explaining the procedures for collection of the aviation fuel tax and its distribution to the revenue account of the Aeronautics Division.

The group briefly discussed various possibilities of increasing revenue for the Division, ranging from increased aviation fuel tax through collection of a portion of aircraft taxation revenues to increased registration fees. Participants felt that through a further study of the Aeronautics Division programs and revenue sources it might be possible to develop legislation which could be supported by the various facets of Montana aviation to increase revenue for the Division.

(Continued on Page 7)

Administrator's Column

In the March issue of *Montana and the Sky* I talked about inviting representatives from each Montana aviation organization to a meeting at the Aeronautics Division. The purpose of this meeting was to familiarize those interested attendees with our facilities, operational activities, budget, revenue, and to meet our staff. This meeting was held March 30, 1984, and about 25 people attended. Aviation organizations represented were MPA, MATA, MAMA, MAAA, 99s, EAA, MBAA, and ATA. I was pleased with the turnout as well as the overall participation in the meeting. I am optimistic that everyone gained some additional knowledge and a better understanding of the programs as well as the budget/revenue picture of the Aeronautics Division. I am hopeful that through continued dialogue with these aviation organizations we can find some common ground on which we can all pull together on future issues affecting aviation in Montana.

* * * * *

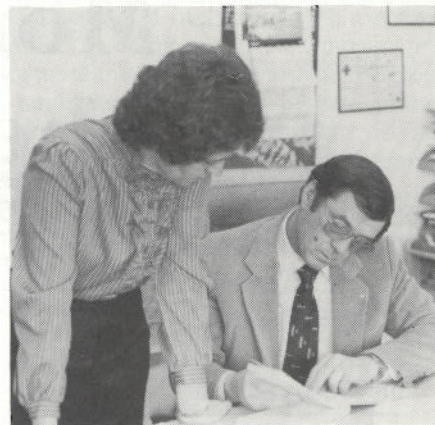
Aeronautics Board member Ted Mathis and I attended the North Dakota Aviation Symposium held in Bismarck, N. Dak., March 12 - 16. The symposium was sponsored by the North Dakota Aviation Council, which is made up of the North Dakota Professional Aviation Mechanics Association, the North Dakota Pilots Association, the North Dakota Agricultural Aviation Association, the North Dakota Aviation Association and the Airport Association of North Dakota. The symposium was a tremendous success in spite of some adverse weather. Over 500 attendees registered and 88 exhibitors purchased booth space to display their wares. Well planned programs were presented for each organization. Most of the programs ran concurrently; however, where appropriate, common programs were offered to all. The symposium culminated with a banquet and awards ceremony. Banquet guest speakers were Quentin Taylor of the FAA, Washington, D.C., and North Dakota Governor Olson.

The purpose for our attending this symposium was to gain knowledge for planning a similar conference in Montana. The first annual Montana conference is planned for June 22-23. After witnessing the success of the North Dakota symposium, both Ted and I are inspired and optimistic that this can work for the Montana aviation interests as well.

On behalf of the Montana Aeronautics Board and Division, Ted and I wish to express our gratitude to the North Dakota Aeronautics and the North Dakota Aviation Council for extending their courtesies in sharing their information and for the honor of being seated as special guests at the banquet table.

* * * * *

The Montana Aeronautics Board has filed an appeal with the U.S. Forest Service protesting the administrative decision to close the Sondreson airstrip made by Mr. Richard J. Call, District Ranger, Glacier View Ranger District. The Board had earlier requested that the U.S. Forest Service extend their closure date until December 31, 1984, citing the Aeronautics Division 1984 Airport Directory and current aeronautical chart which both depict the Sondreson Airstrip as "public use." Inasmuch as no response to the Board's request had been received from the U.S. Forest Service and the 45-day appeal period was fast approaching, the Board decided to file an official appeal requesting a decision reversal.



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AN OPEN LETTER

To Aviation Weather Users:

The FAA Northwest Mountain Region is attempting to improve the quality and availability of aviation weather information. We are requesting your assistance to identify deficiencies in the weather information system.

If you are aware of problem areas in the states of Washington, Oregon, Idaho, Montana, Wyoming, Utah, or Colorado, we ask that you identify them to us. Please be specific in terms of location names and the exact problem.

Your response need not be limited to weather observations and could include such things as forecast products, dissemination, etc. While we would like your initial reply by July 1, 1984, we urge you to contact us whenever an aviation weather problem arises.

Within the resources available to us, we will attempt to resolve the problem, or at least improve upon the situation. We appreciate your cooperation in this matter.

Federal Aviation Administration
Air Traffic Division, ANM-500
17900 Pacific Highway South
C-68966
Seattle, WA 98168

Sincerely,
David E. Jones, Manager
Air Traffic Division

More on Auto Gas

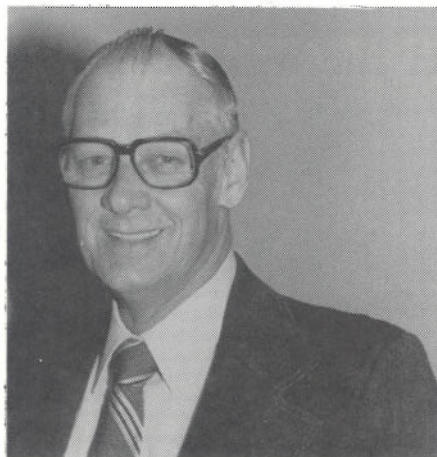
Regarding our note to Part 135 operators in the February issue of Montana and the Sky concerning the use of automotive fuel, it should be understood that aircraft used in passenger carrying operations are permitted to operate on auto fuel **only** if the owner has in his possession an authorized STC and if the aircraft is not being flown for hire. Auto fuel may also be used in aircraft with an STC for dual flight instruction and in rental aircraft carrying passengers not for hire.

NOTICE — HAYS MOA

As we are sure you know, the Hays Military Operations Area (MOA) is a trapezoidal piece of air space roughly centered over the Little Rocky Mountains and comprising an area from 107 degrees to 110 degrees longitude and roughly 47 degrees, 30 min. to 48 degrees, 30 min. of latitude. It has been depicted on various aeronautical charts as extending from 8,000 feet MSL up to, but not including, flight level 180.

We have recently been notified that the floor of the Hays MOA has been lowered to 300 feet AGL, which is a significant change — particularly for general aviation. Military use of the area is primarily with FB-11 and B-52 aircraft; and we strongly suggest checking NOTAMs when planning a flight in that general vicinity and maintaining contact with the Flight Service Station system while actually in the area.

Great Falls FSS Gets New Manager



Warren B. Porter has assumed duties as air traffic manager with the Great Falls Flight Service Station. Warren came from Seattle to assume his duties on January 22. He replaces John Williams.

CALENDAR

May 6 — Chouteau County Aviation Day, Fort Benton Airport.

May 18 - 20 — Utah Pilot's Association Convention/Air Show, Wendover, Nev. (Call Sylvia Allred at 801-487-4511 for further information.)

May 20 — MFF Man and Woman of the Year Fly-In, Moccasin.

June 1 - 3 — MPA Convention, Yogo Inn, Lewistown.

June 22 - 23 — Statewide Aviation Conference, "Aviation '84," Ramada Inn, Billings.

July 13 - 15 — Northwest Regional Super Safety Seminar, Wenatchee, Wash.

July 14 - 19 — IFF Convention, Convention Centre, Winnipeg, Manitoba.

July 21 - 22 — Schafer Meadows Fly-In.

July 22 — Aviation Day, Missoula.

Aug. 2 - 4 — Professional Aviation Maintenance Association Convention, St. Louis, Mo.

Sept. 7 - 9 — MAAA Fly-In, Three Forks.

Sept. 9 — Fourth Annual Fly-In at Dallas Aero, Poplar.

Sept. 14 - 16 — Reno Air Races, Reno, Nev.

Sept. 21 - 23 — Mountain Search Pilot Clinic, Kalispell.

Sept. 22 — Jackpot Air Race.

Chouteau County Aviation Day

The Third Annual Chouteau County Aviation Day is being planned for May 6 at the Fort Benton Airport.

Beginning with breakfast at 9:00 a.m., plans include aircraft static displays, demonstrations of remote control model airplanes, and spot landing and flour bombing contests. There will also be a performance by the Northern Knights aerobatic team from Shelby.

For further information contact James Gottfried, 734-5435 in Fort Benton.

FIRC Held in Helena

The annual Flight Instructor Refresher Clinic, sponsored by the Montana Aeronautics Division, was held March 23, 24, and 25 at the Coach House East in Helena.

The Clinic was attended by 58 flight instructors. The Aeronautics Division provided the tuition for all Montana participants and paid room expenses for 30 of them.

The session began at 5:00 p.m. on Friday evening, running until 9:30, and then continued from 8:00 a.m. until 6:00 p.m. both Saturday and Sunday. Instructor this year was Gregory Gorak of Gaits Aviation Seminars, Inc.

out of Milwaukee, Wisc. Gorak has instructed in more than twenty types of aircraft, including the seaplane, and has logged over 4,500 hours of instructing time. He has served as an expert witness in aviation accident cases for the U.S. Attorney's office, Cessna Aircraft, and the U.S. Justice Department. He is an FAA accident prevention counselor.

Flight instructors attending the clinic heard lectures and participated in workshops ranging from the learning process and lesson planning through Federal Aviation Regulations, accident analysis, flight maneuvers, and weather.

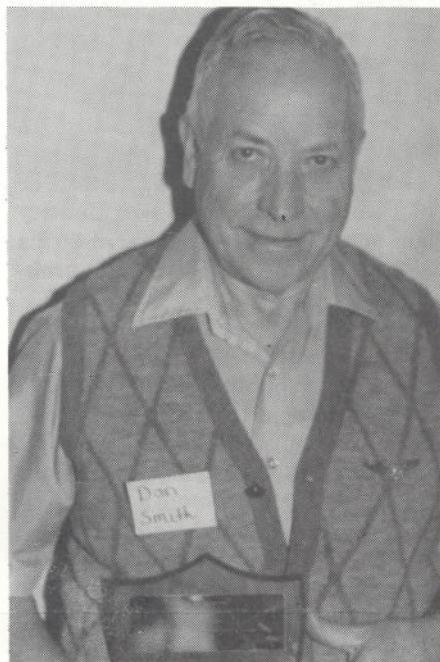


Fifty-eight people attended the FIRC held in Helena March 23 - 25.



Clinic participants broke into groups and then worked out the details of operating an imaginary flight school.

At the conclusion of the clinic, successful participants were awarded certificates of completion and were given wings pins by the Montana Aeronautics Division.



Don Smith, a participant in the 1984 FIRC, displays the plaque and wings pin he received as an instructor at the second annual FIRC, held in Great Falls March 4 - 13, 1963. That clinic attracted 21 flight instructors. The first FIRC, sponsored by the Montana Aeronautics Commission, was also the first of its kind in the United States. It was held in Great Falls in March 1962.



Patty Mitchell emphasizes the importance of pilot registration while instructor Greg Gorak looks on.

AOPA Ultralight Programs Endorsed

The prospect and potential for ultralight self-regulation moved ahead another step when programs of the AOPA Air Safety Foundation received an official endorsement from the Experimental Aircraft Association.

EAA, sponsors of events like the successful Annual International EAA Convention and Sport Aviation Exhibition each summer, embraced the Foundation's pilot and vehicle registration programs during a meeting of the sport aircraft group's board of directors.

In a letter to AOPA's President John L. Baker, EAA head Paul Poberezny noted, "The Board of Directors . . . agreed it was in the best interest of the ultralight movement to come forth with a resolution to support the AOPA Air Safety Foundation's work."

The board statement encourages "all members of the ultralight community to participate in these voluntary programs."

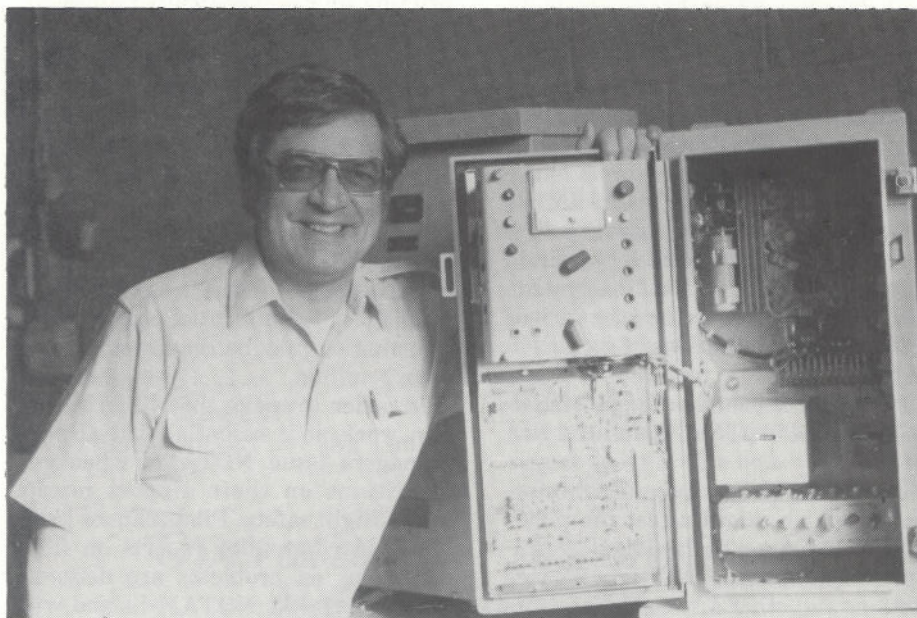
According to AOPA's Baker, "The move toward establishing these programs involved long, arduous, expensive efforts by both AOPA and the Foundation. We're grateful for this recognition and endorsement by EAA, which adds credibility to these efforts and also serves as an indication to the world that the aviation community can, indeed, rally in support of common goals."

The Foundation's programs — covering pilot and vehicle registration — received their first endorsement from the Federal Aviation Administration in March 1983. FAA's approval came as a result of the agency's review of the program's requirements and application methods.

"We believe," Baker said, "increased self-regulation participation will come from EAA's welcome support."



NEW NDB EQUIPMENT PURCHASED



Jerry Burrows displays the new Nautel 50 watt NDB transmitter.

**By: Jerry Burrows
Aviation Representative**

Four new solid state non-directional radio beacon (NDB) transmitters and automatic tuning coils have been purchased to replace older tube-type equipment at Conrad (CRD), Forsyth (FOR), Plentywood (PWD), and Roundup (RPX). Conrad, Forsyth, and Plentywood are in place and should be operational within the next few months. Roundup requires a complete new site, antenna, counterpoise, etc., and will not have the new equipment on the air until late summer.

We have also requested approval of the FCC to increase the output power to 50 watts from their present 25 watts. Authorization is anticipated in the near future.

Conrad and Forsyth will require flight checks by the FAA, as they have published instrument approach procedures. We are presently coordinating with the FAA to accomplish this in the near future.

The new equipment requires about one-half as much input power to put out twice as much wattage. It has to be serviced only one-third as often as the

old tube-type, which should also help to keep operating costs from rising.

If this equipment operates anywhere near as well as the manufacturer claims, we should be in good shape.

The Eureka NDB (EUR) is going to be moved to a site on the airport this summer. We will keep you informed.

Eureka will also be getting a new solid state unicom in the near future to be installed in the City Hall. This should provide better coverage than it's had in the last few years.

Contact us for unicom, runway light radio controllers, rotating beacons, and runway lighting systems.



The FAA Wings Pilot Proficiency Program is designed to encourage general aviation pilots to continue and upgrade their training. Some major aviation insurers provide a premium cost reduction for pilots who have completed the Wings program. For information or sign-up check with an FAA FSDO office or contact a certified flight instructor.

NOTAMS

By: Ron Dent, Manager
Yellowstone Airport

Most of us, at one time or another, have arrived at our destination airport only to find a closed runway, no fuel, or other problems unknown to us at departure. The NOTICE TO AIRMEN (NOTAM) system was established to prevent such occurrences. However, in order to gain full benefit of this system, it is essential to understand the various types and disseminations of these NOTAMS.

There are two major types of NOTAMS — the NOTAM-D and the NOTAM-L.

The NOTAM-D contains that information which might affect the pilot's decision to make a flight. The NOTAM-D is disseminated to the Flight Service Stations and other air traffic facilities both local and distant. However, the NOTAM-D is usually only issued for IFR airports and navigational facilities though a VFR airport may be included if it is annotated with the NOTAM service symbol in the Airport Facility Directory. These NOTAMS are generally automatically given during the FSS briefing.

The second group, the NOTAM-L, is strictly a local NOTAM, disseminated only from the FSS having control of that facility. This generally includes information of an advisory nature; i.e., taxiway closures, construction near a runway, braking action, fuel availability, etc. However, major information such as runway closures for airports not annotated with the NOTAM symbol in the Airport Facilities Directory are carried as NOTAM-Ls. For example, if you file a flight plan with Miles City FSS for a flight from Miles City to Fort Benton, you will not be advised of current NOTAMS for Fort Benton. These must be obtained by phone prior to departure from Great Falls FSS or by radio when in range of GTF FSS. However, the departure FSS can also request NOTAM-Ls by teletype.

A third group of NOTAMS are the FDC NOTAMS. These are regulatory in nature, involving flight restrictions,

aeronautical chart amendments, instrument approach procedures, etc. The FSS will have these on file but they are not normally given with the briefing unless specifically requested.

NOTAMS which will be in effect for an extended period are issued in the biweekly Notice to Airmen publication and are generally referred to as "Class II" NOTAMS. The first part includes NOTAM-Ds; the second part includes FDC NOTAMS current at the time of publication; and the third part includes additional information involving the enhancement of flight safety. Your FSS has this publication and specific information may be requested during your briefing.

In order to make the NOTAM system work, it is essential that airport managers issue NOTAMS whenever conditions on their airport might affect flight safety. Pilots cannot issue NOTAMS, but pilot reports on field conditions or problems are disseminated much like NOTAM-Ls and will generally prompt an inquiry to the airport manager so a NOTAM can be issued.

Although FSS briefers are required to advise of unpublished NOTAMS, it is strongly advisable to specifically request them. Be sure to include your NOTAM request for all stops along your route of flight. Also, make sure to contact the controlling FSS when nearing your destination to prevent possible unpleasant surprises.

Scholarship Deadline Nears

Montana pilots are being reminded that the deadline for application for the \$200 Van De Riet Flight Training Scholarship is **June 1**. The scholarship is to be used to help defray costs of flight instruction.

Letters of application should be sent to the Montana Aeronautics Division, Box 5178, Helena, 59604, outlining the reason for applying, future career goals, and past aviation experience.

DIVISION SPONSORS BILLINGS EVENTS . . .

A FLYING COMPANION SEMINAR

The Montana Aeronautics Division, assisted by the 99s, sponsored a Flying Companion Seminar at the terminal at Billings Logan Field on March 31. The seminar was attended by 18 non-pilots interested in learning more about the basics of flying.

The 99s raffled flight instruction time donated by Gillis Aviation, Lynch Flying Service, and Corporate Air. Winners of this instruction were: Colleen Jensen, Shepherd; Audrey Waddell, Silesia; and Florence Wyman, Billings.

A SAFETY SEMINAR

A safety seminar sponsored by the Montana Aeronautics Division was conducted in Billings on Friday evening, March 30. Leroy Keilman made arrangements for the meeting room.

The approximately 65 attendees watched the film "Stall/Spin" and then participated in a discussion on safety and awareness of stalls and spins led by Patty Mitchell, supervisor of Aviation Safety and Compliance for the Division. Patty also presented the FAA Wings program.

Kay Roam, a 99 who works at the Billings Flight Service Station, discussed flying in spring weather. Explaining terminology of air traffic controllers, taxiing and arrivals/departures was Jim Erkens of the Billings tower.

Cookies and punch were furnished by the Billings 99s.

CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

Janice Regimbal Billings
Julie Ryan Billings
Stephen Frost Billings
Dale Smith Zortman
John Matovich Malta
Wade Litton Billings
Thomas Koyama Hardin
Dennis Davis Miles City
Wayne Kienhart Billings
Duane Erickson Havre
Wayne Anderson Lloyd
Clarence Sivertson Belt
William Nicol Miles City
Lawrence Switzer Richey
Francis Gallagher Glasgow
Keith Petersen Billings
Lotfi Ben-Youssef Sidney
Dan Olmstead Kalispell
Michael Vujovich Ennis
William Pelc Stevensville
Shirley Nordahl Stevensville
Donald Peterson Polson
Roger Bowers St. Ignatius
Lee Scott Cut Bank
James Taylor (Glider) Bozeman

COMMERCIAL

Wade Litton Billings
Leonard Klassen Glasgow

ATP

Robert Priewe Billings
Donald Artz Billings

INSTRUMENT

Richard Limpp Colstrip
Brian Schumacher Black Eagle
Andrew Nobbs Bozeman
David Bennett Thompson Falls

INSTRUCTOR

Clyde Robinson Dodson
Bron Herrod (Reinstate) Billings
Marion Ellis (Reinstate) Billings
Kent Potter (Renew) Kalispell
Byron Sunwall (Renew) Froid
Jeffrey Bost (Renew) Billings
William Tubbs (Renew) Hamilton
Harold Graf (Renew) Great Falls
Tommy Bohannon (Renew) Missoula
Larry Beebe Bozeman

Gordon Flint (Instrument). Cut Bank
Robert Kline (Renew) Darby

WINGS

Phase I

Bob Braico Helena
Jerry Slack Kalispell
Delbert Schwaderer Stevensville
Lynne Kitto Manhattan
G. P. Kitto Manhattan
Gary Meyers Billings
Loretta Chapman Gardiner

Phase II

Joan Adams Missoula
Thomas Rose Stevensville
Russell Larson Somers
John Stene Polson
Mark Clark Polson

Phase III

R. W. Ferguson Big Timber

Aeronautics Hosts Info Day — Continued

Ted Mathis, MAMA representative to the Montana Aeronautics Board and chairman of the upcoming Statewide Aviation Conference scheduled for June 22 - 23, outlined for the group the plans thus far for that Conference and requested their support and suggestions. He also asked representatives of the various groups to consider scheduling conventions in 1985 around a single statewide conference. A convention of that magnitude could then support industry exhibits, seminars, and other events which would be attractive to all facets of aviation.

Participants seemed to agree that it had been a day well spent, and the session ended with the hope that it would be but the first of many such meetings.

Operations of Aircraft as Set Forth by the United States Air Service — 1920

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharp when taxiing. Instead of turning short, have someone lift the tail around.
4. When taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilots should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Do not trust altitude instruments.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of its way.
13. No two cadets should ever ride together in the same machine.
14. Never run motor so that blast will blow on other machines.
15. Before beginning a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machine.
18. If flying against the wind, and you wish to turn and fly with the wind, don't make a sharp turn near the ground. You might crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars or motorcycles.
23. You must not take off or land closer than 50 feet to the hangar.
24. Never take a machine into the air until you are familiar with its controls and instruments.

Schwend to Manage Tillitt Field

We received a note from George Tillitt, Forsyth, that he plans to retire and has turned the FBO operation there over to Brian Schwend who has assumed the duties of airport manager at Tillitt Field and will also serve as the FBO.

Brian, who was raised in Rosebud County, is qualified to do aircraft and engine repair and is a qualified flight instructor. He plans to be on duty during daylight hours and will monitor the unicom.

George has been reappointed to the Rosebud County Airport Board and plans to stay around to assist Brian in getting started, but he thinks that after 37 years a little relaxation will be nice.

Louisiana Air Tour Offered

The 1984 Louisiana World Exposition, to be held along the Mississippi River in downtown New Orleans May 12 through November 11, will be the main attraction of the 14th annual Louisiana Air Tour. The Air Tour is scheduled for May 10 through 18, 1984.

Because of the Exposition, a special effort is being made to encourage private plane pilots or flying clubs to tour Louisiana. Individual private planes are urged to join the Air Tour. Flying clubs can ask for an itinerary designed to suit their own individual needs and interests.

For more information on the 1984 Louisiana Air Tour or to find out how a group can plan a Louisiana flying tour of its own, contact Fran Salles, Box 66842, Baton Rouge, La. 70806, or phone 504-383-8224 or 925-9305.

2,500 copies of this public document were published at an estimated cost of \$.25 per copy, for a total cost of \$626, which included \$487 for printing and \$139 for distribution.

MEMBER NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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